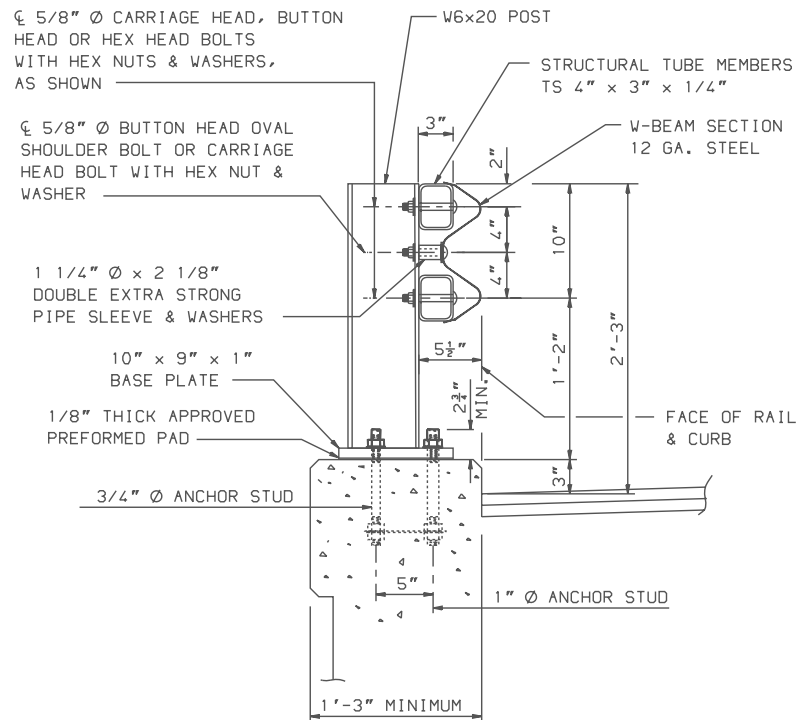
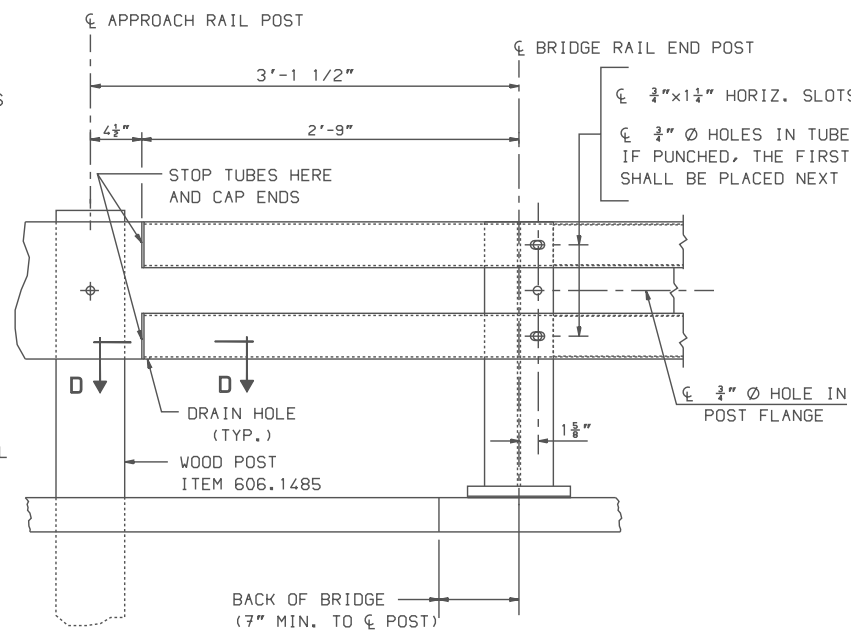


STANDARD NO. BR-R11



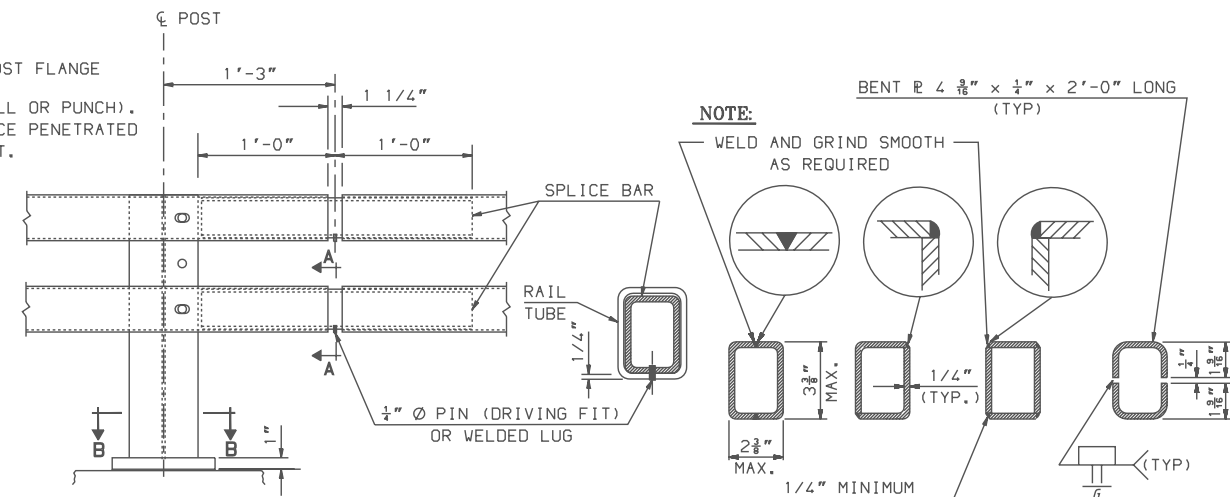
BRIDGE RAIL DETAIL

SCALE: 1 1/2" = 1'-0"



END POST DETAIL

SCALE: 1 1/2" = 1'-0"



TYPICAL SPLICE

SECTION A-A

SPLICE BAR FABRICATION OPTIONS

NOTE: THE DIFFERENCE BETWEEN THE OUTSIDE DIMENSIONS OF THE SPLICE BAR AND THE INSIDE DIMENSIONS OF THE RAIL SHALL BE APPROXIMATELY 1/8" (NOT TO EXCEED 3/16") ALONG EITHER AXIS TO PERMIT CLEARANCE FOR INSIDE WELD FLASH.

NOTE: OTHER SECTIONS OF EQUAL OR GREATER
STRENGTH ARE ACCEPTABLE FOR SPLICE BARS.

SPLICE BAR DETAILS

GENERAL NOTES:

1. ITEM 563.3 BRIDGE RAIL T101 SHALL INCLUDE POSTS, BASE PLATES, ANCHOR PLATES, ANCHOR STUDS, PREFORMED PADS, RAIL ASSEMBLY BOLTS, NUTS, WASHERS, STRUCTURAL TUBING, SPLICE BARS, PIPE SLEEVES, AND W-BEAM SECTION.
 - ASTM A588 : POSTS, BASE PLATES
 - ASTM A500 GRADE B (PAINTED) OR ASTM A588 (UNPAINTED) OR ASTM A847 (UNPAINTED) : STRUCTURAL TUBING
 - ASTM A36 : PIPE SLEEVES AND RAIL SPLICE BARS (PAINTED) AND ANCHOR PLATES (GALVANIZED)
 - ASTM A449 (GALV) : ANCHOR STUDS WITH STANDARD NUTS AND HARDENED STEEL COMMERCIAL TYPE A PLAIN WIDE WASHERS
 - A325 TYPE 3 : RAIL BOLTS, NUTS, & WASHERS
 - AASHTO M180 TYPE IV : W-BEAM SECTION
2. MEMBERS TO BE PAINTED SHALL FIRST BE GALVANIZED AFTER FABRICATION IN CONFORMANCE WITH AASHTO M111 (ASTM A123) AND THEN OUTSIDE SURFACES SHALL BE SHOP PAINTED WITH ONE COAT OF 708 NH 3.21, HIGH BUILD EPOXY POLYAMIDE (4-6 MILS DFT) AND ONE COAT OF 708 NH 3.81, ALIPHATIC POLYURETHANE (1.5 TO 2.5 MILS DFT), DARK BROWN. (REFER TO SPECIAL PROVISION FOR SECTION 550 FOR PAINT SPECIFICATIONS). EXPOSED ANCHOR BOLTS, NUTS, WASHERS & RAIL BOLTS SHALL BE PAINTED DARK BROWN IN THE FIELD WITH NH 3.81.
3. HOLES IN BASE PLATES SHALL BE FILLED FLUSH WITH ITEM 562.1, ELASTOMERIC SEALANT AFTER RAIL INSTALLATION.
4. STRUCTURAL TUBING SHALL BE SUPPLIED AS ONE PIECE FOR BRIDGE RAIL 40 FEET OR LESS IN LENGTH. IN OTHER CASES, TUBING SHALL BE SPLICED WITH A SPLICE BAR (SEE SPLICE BAR DETAIL). NO TRANSVERSE BUTT WELDS ARE PERMITTED ON RAIL TUBING WITHIN A CONTINUOUS LENGTH.
5. EACH PIECE OF RAIL TUBING SHALL BE ATTACHED TO A MINIMUM OF THREE POSTS.
6. FOR BRIDGE RAIL POST SPACING, SEE BRIDGE RAIL LAYOUT. THE MAXIMUM BRIDGE RAIL POST SPACING SHALL BE 8'-4". A POST SPACING OF 8'-4" OR 6'-3" IS RECOMMENDED WHENEVER POSSIBLE FOR USE WITH 25' SECTIONS OF THE STANDARD W-BEAM RAIL.
7. PREFORMED BEARING PADS SHALL CONFORM TO AASHTO M251.
8. NUTS FOR THREADED ANCHOR STUDS CONNECTING THE BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL 1/8 TURN.
9. THIS RAIL SYSTEM HAS BEEN SUCCESSFULLY EVALUATED BY FULL-SCALE CRASH TESTS TO MEET NCHRP REPORT 230 SL-2 CRITERIA. (TEXAS TRAFFIC RAIL TYPE T101, REVISED 9/89)

(BROWN - 3" CURB REVEAL)

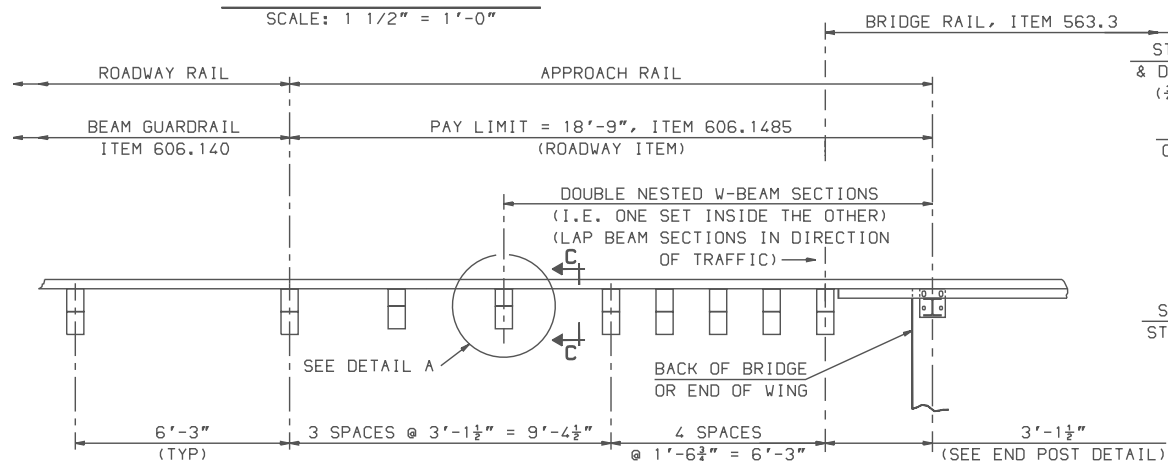
STATE OF NEW HAMPSHIRE

DEPARTMENT OF TRANSPORTATION, CONCORD, N.H.

TEXAS T101 BRIDGE & APPROACH RAIL (STEEL)

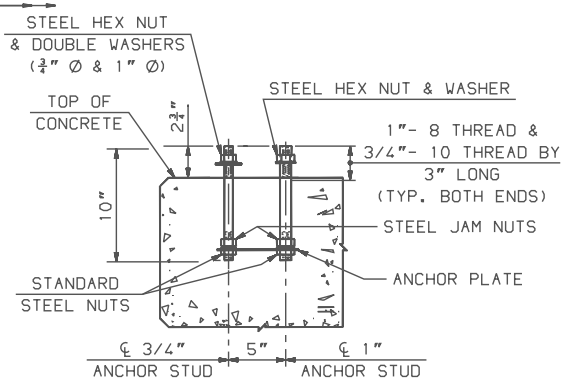
STANDARD PLANS

STANDARD NO.
BR-R11



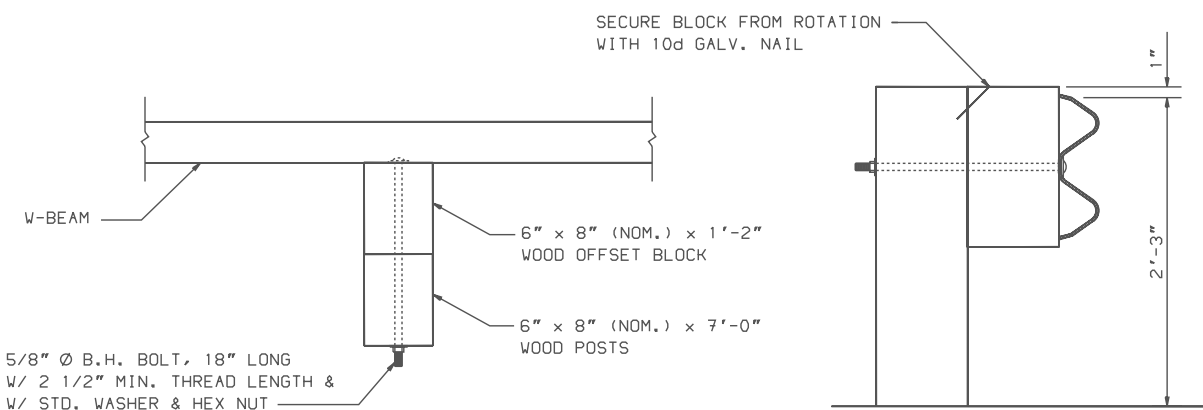
APPROACH RAIL LAYOUT

SCALE: 3/8" = 1'-0"



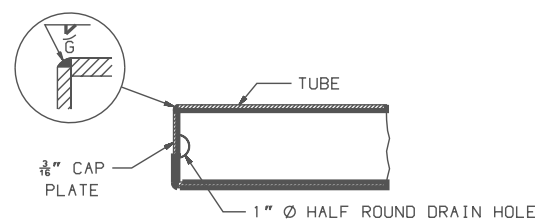
POST ANCHOR ASSEMBLY

SCALE: 1 1/2" = 1'-0"



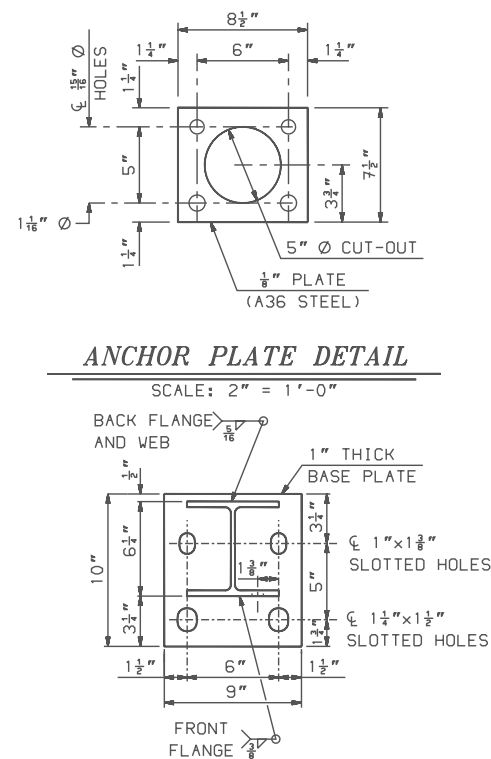
DETAIL "A"

SCALE: 1 1/2" = 1'-0"



RAIL CAP DETAIL
(SECTION D-D)

SCALE: 3" = 1'-0"



ANCHOR PLATE DETAIL

SCALE: 2" = 1'-0"

BASE PLATE DETAIL

(SECTION B-B)

SCALE: 2" = 1'-0"

THESE PLANS REDUCED
APPROXIMATELY 1/2 SCALE

REVISION
1/2/

WINDOW NAME	*FGB FILE NAME	SHEET SCALE
BR-R11	BR-STNDS-NHBOOK	AS NOTED

REVISION DATE
1/2/01

	(DRAWN & CHECK REVERSE)
	STATE OF NEW HAMPSHIRE
	DEPARTMENT OF TRANSPORTATION, CONCORD
\$	TEXAS T101 BRIDGE & APPROACH RAIL (STEEL)
	STANDARD PLANS